

CHILD STOLEN FROM MOTHER

While Standing on a Crowded Street Girl is Snatched up.

Kidnapping Occurs in Broad Daylight But Parent of the Girl Was so Dumb Founded That She Failed to Run After the Thief, Who Was Dressed in Black.

NEW YORK, Sept. 22.—One of the boldest kidnappings that the New York police have ever been called upon to cope with was the stealing of the seven-year-old daughter of Mrs. Ellen Edwards from her mother's arms in broad daylight upon a crowded street corner.

Mrs. Edwards took her daughter Agnes from their home at No. 1273 Second avenue to visit her sister who lives at One Hundredth street and Third avenue. The sister was not at home and the child disappointed at not seeing her, started to cry as she stood with her mother waiting for a car to take them back home. Her mother picked her up in her arms.

Out of the crowd that had been attracted a woman, strikingly handsome and dressed in black. She approached Mrs. Edwards and asked: "Why do you let your daughter cry, Madame? Children so young were not made for weeping."

At the same instant she snatched the girl from her mother's arms and started with her rapidly down the avenue. Mrs. Edwards was so dumb-founded by the abruptness of the action that she stood in the street, staring and speechless for several minutes while the woman in black hurried away with the child. She had disappeared before the mother's cries attracted the police.

A general alarm was sent out, but at a late hour last night the police had found no trace of the woman.

HARRIMAN-HILL WAR.

Fight for Control of Rich Properties on Pacific Coast Waxing Warm. SAN FRANCISCO, CAL., Sept. 22.—The second move in the great war

of two railroads has been made. The Hill interests have gathered their forces and are contending with might and main to wrest from Harriman the control of the rich districts of Central Oregon.

The purchase of the California Northeastern by the Southern Pacific was the first move in the game and was designed to forestall the plan of the Hill interests who had announced the intention of building a road from Butte Mont. to Boise, Idaho, down through Central Oregon and finally ending at San Francisco.

News has now been received here that the Hill interests are not asleep. The officials of the San Francisco, Idaho and Montana road have announced large contracts for bridge work and structural steel and say that the whole route has been surveyed and cross sectioned and actual construction work will begin in a few days.

CUNNING ANIMALS.

Those That Feign Death For the Sake of Protection.

The habit of feigning death for the sake of protection can be observed among many of the lower animals—animals which differ widely in family, genus and species. Indeed, this habit is to be observed in creatures microscopic in size and of exceedingly low organization, as well as in those as high in the scale of animal life as man himself, for even man does not hesitate on occasions to avail himself of this natural subterfuge when he thinks it will aid in the preservation of his life.

With the aid of the microscope one can observe and study the natural history of the minute animal world, which otherwise would remain a closed and unread volume. This instrument has shown me beyond cavil that creatures as low in the scale as actinophryans, very minute, microscopic animalcules, practice death feigning when surprised by an enemy from which they cannot otherwise escape. Thus I have, says a naturalist, repeatedly seen actinophryans fold their delicate, hairlike legs or cilia and sink to the bottom of their miniature lake (a drop of water) when approached by a water louse, which preys upon them. They remain to all appearances absolutely without life until the water louse swims away, when they unfold their cilia and go back to their feeding grounds—a bit of water weed or moss or decayed wood.

EIGHT DAY CLOCKS.

The Reason They Are Not Made to Run Just a Week.

The French have a fashion of expressing an indefinite but short period of time by the phrase "about eight days." Under similar conditions we would say "about a week." The

French method seems unnatural, ours natural, for a week is a distinctly recognized period. We believe there is only one way in which we use the eight day period, and that is in making clocks.

Did it ever occur to you why we have what is called an eight day clock and not one made to run exactly seven days? There is a good reason for it. A clock that is made to run eight days is pretty sure to be wound on a certain day of the week, for it would be almost impossible for any one to remember to wind it on every eighth day. Therefore the interval between windings is seven days, precisely as the maker desired and expected.

The reason is that a clock runs better when it is not allowed to run down, or even nearly so. The same plan is followed in making a watch; it will run for thirty hours, but as nearly every man winds his watch at the same hour every day or night, the spring is never fully exhausted. Regularity in winding is one of the best means of keeping a piece in order.

The Bird of Death.

In New Guinea there is said to be a venomous bird called the bird of death. It is about the size of a pigeon, with a tail of extraordinary length ending in a tip of brilliant scarlet. It has a sharp, hooked beak and frequents marshes and stagnant pools. The venom with which it inoculates is distilled in a set of organs which lie in the upper mandible, just below the opening of the nostrils. Under them, in the roof of the mouth, is a small fleshy knob. When the bird sets its beak in the flesh of a victim this knob receives a pressure which liberates the venom and inoculates the wound.

The East and the West.

The numerous kinds of west of which the effete east solemnly discourses are enough to bewilder a Philadelphia lawyer. It will assure you that besides "the middle west," a phrase that it employs continually and with evident pleasure, there are an eastern west, a western west, a northern west and a southern west! Yet there is only one east, and hardly enough of that to swear by.—California.

SPORT IN AMERICA.

The Change That Has Come Since the War Between the States.

Before the civil war we Americans had few outdoor pastimes. There was some fox hunting in the south, some shooting in the north. There was considerable fishing, very little angling. Tennis and golf were unknown to us. Croquet was decorously played. Driving and riding were restricted to the few who could afford the time and expense. One or two cricket eleven struggled for existence. There were no bicycles, no motors, of course, only an absurd velocipede or two. Extreme youth "flew kites," played marbles and whipped tops. Among their elders, however, there was a mingling, artifi-

cial attitude toward all outdoor sport which found its fullest expression in a quadrille, at croquet or a sentimental sailing expedition under the calmest of skies.

However, even then we had yachtsmen—naturally corollary of our superb commercial navy—and we had good horses and were breeding better ones, and we by inheritance were a nation of men who handled a rifle properly.

War came and left us with its immense accumulation of good and evil, and it seemed then that out of sheer weariness of sadness and trouble the germ of the old play spirit, so long dormant, awoke among us to save us from ourselves. Collier's Weekly.

The Speed of Light.

Just think of it! Eleven times around this globe of ours in the space of sixty seconds! Can you imagine anything that moves with such remarkable speed? Sound travels only twelve and a half miles per minute and a rifle ball (if its speed were not diminished by resistance) sixteen and a half miles. Light passes through a distance equal to seven and a half revolutions of the earth in one minute, but electricity travels so astonishingly fast that it is able to complete the circuit of the earth eleven and a half times in sixty seconds.

Oratory in the Commons.

One of the London weeklies laments the decay of oratory in the house of commons. An observer has classified the styles of parliamentary speaking thus: "Haw hawk" style, the "ham and law" style and the "ho law" style. The first, he says, is used by the haughty gentleman who loll in triumph on the treasury bench, the second distinguishes the utterances of the keen and watchful gentlemen on the front opposition bench, while the third sort fairly describes the effort of the private member.



A. Earl Dean, in "The Girl Patsy," At the Academy This Week.

WASTEFUL AMERICA.

We Are, So It is Charged, a Most Prodigal People.

Americans are the opposites of the Japanese in that they are probably the most wasteful and extravagant people under the sun. James J. Hill once voiced a declaration to the effect that the greater part of America's progress had been gained by using up the stored capital of preceding ages—something for which we are indebted to nature, not to our own energies. Soil, mines, oil and gas reservoirs, forests, fisheries—all have been drained and drained, with little or no thought that exhaustion of either was calculable. We eat three times as much as is demanded by nature and more than is good for us, and we throw away annually enough to feed the whole population of Japan. Into our rivers in the form of polluting sewage go fertilizers to the value of millions, which other peoples save and which we would be doubly benefited by saving. We could economize greatly if we cared to in the quantity of iron and other metals we use; but, possessed with the infatuation that they will never "run out," we are as prodigal with them as with everything else, whereas the limit of the supply is claimed to be easily calculable.

But it is in the waste of the forests that American improvidence finds its worst illustration. The nation has been willing to see its forests so devastated that the present annual "cut" and fire waste cannot be continued for twenty-five years longer without destroying every patch of timber in America.—St. Paul Pioneer-Press.

That Was Different.

Landlady—I will let this excellent room at reduced rates because there is a woman next door who plays the piano continually. Applicant—Oh, that won't make any difference! The room is for my nephew here, and he is deaf. Landlady—Ah, in that case I must charge the full price!

Enigma.

"Would you like to see my aquaria?" asked the naturalist. "Well, if he's entirely chained I might, but I'm so afraid of will beasts," replied the visitor.

Neutral are named from above and singled from below.—German Proverb.

TRANSPORTATION GUIDE

EFFECTIVE MONDAY, SEPT. 17, '06.

Norfolk and Newport News Express.

Table with 2 columns: Leave Shipyard Newport News for Pine Beach and Norfolk, and Leave Norfolk for Pine Beach and Newport News. Includes times for various routes.

* Daily except Sunday. ** Sundays only. W. W. S. BUTLER, G. M. Hampton, Va. GEO. W. HATCH, Supt., Norfolk, Va.

Chesapeake & Ohio Railway

HOURS THE QUICKEST LINE

See E. W. Robinson, Agent C. & O. Ry. Before Arranging for your trip. Through Trains, Vestibuled, Electric Lighted, Steam Heated, Dining Cars a La Carte through the grandest scenery East of the Rocky Mountains. For Richmond, Cincinnati, Indianapolis, Nashville, Chicago, Louisville, Nashville, Memphis, West and Southwest. 10:10 A. M. and 5:25 P. M. daily. Local for Richmond and James River Points: 7:40 A. M. daily. Local for Richmond: 5:40 P. M. daily.

STEAMSHIP COMPANIES.

Merchants' & Miners' Transportation Co.

Steamship Lines for Boston, Providence and Baltimore. Leave Newport News, via Norfolk, for Boston every Tuesday, Wednesday, Friday and Sunday. Leaves for Providence every Monday, Thursday and Saturday, sailing from Norfolk at 6:00 p. m. Leave Newport News for Baltimore daily, except Tuesday and Wednesday, at 6 p. m., connecting for Washington, Philadelphia and New York. Fare to Baltimore, one way, \$3.00; round trip, \$5.00, including stateroom berth, accommodations and cuisine unequalled. Freight and passengers taken for all points North and South. Steamers leave Baltimore, foot of Long Dock, daily, promptly at 6 p. m. Only line running a Sunday steamer between Newport News and Baltimore. For further information apply to D. R. McNEILL, Agent, Newport News, Va. W. P. TURNER, G. P. A. J. C. WHITNEY, A. D. STEPHENS 24 V. P. & T. M. Gen'l. Mgr. General Offices, Baltimore, Md.

Norfolk & Washington Steamboat Co.

The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows:

Table with 2 columns: NORTHBOUND and SOUTHBOUND. Lists departure times for various routes including Philadelphia, New York, and Baltimore.

STEAMSHIP COMPANIES.

Old Dominion Line

DAILY SERVICE. FOR NEW YORK—From Company's Wharf, Norfolk, every week day, at 7:00 p. m. FARE—First-class, one way, \$8.00, meals and stateroom, berth included. Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway Ticket Office.

NIGHT LINE BETWEEN

NEWPORT NEWS AND RICHMOND. Steamers Brandon and Berkeley leave Pier "A" 8:30 every evening, passengers only. Steamer Hampton will leave Pier "A" daily except Sunday, at 9 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer Accomac will leave Pier "A" daily, except Sunday at 9 a. m., going to Smithfield and about 2:30 p. m., going to Norfolk.

Clyde Steamship Co.

Steamers to Philadelphia MONDAY, THURSDAY and SATURDAY. Sailing from Philadelphia, Tuesday, Thursday and Saturday. Freight received and delivered daily at C. & O. Pier No. 6, Office, River Road. JAS. McCARRICK, Gen. Southern Agt. CLYDE STEAMSHIP CO., 12 South Delaware Avenue, Philadelphia, Pa.

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EFFECTIVE MONDAY, SEPT. 17, '06.

SEABOARD AIR LINE RAILWAY.

SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA AND MEXICO, REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect July 2d, 1906.

Table with 3 columns: Route, No. 41, and No. 23. Lists routes like Lv. Norfolk, Lv. Portsmouth, Lv. Suffolk, Ar. Lewiston N. C., etc.

Ar. Tampa, Ar. Hamlet, N. C., Ar. Athens, Ar. Atlanta, Ar. Birmingham.

Ar. Macon, Ar. Montgomery, Ar. Mobile, Ar. New Orleans.

Ar. Chattanooga, Ar. Nashville, Ar. Memphis.

Saffolk & Carolina R. R. train on route from Elizabeth City, N. C., and intermediate points arrive Portsmouth 10:15 a. m. daily; returning leaves Portsmouth, 4:35 p. m., except Sunday, Sunday, 7:00 p. m.

Connections at Jacksonville and Tampa for all Florida East Coast Points, Cuba and Porto Rico.

Only line out of Norfolk operating through sleeper to Charlotte, N. C. No. 32 arrives at Portsmouth daily at 8:00 a. m. No. 38 arrives at Portsmouth daily at 5:30 p. m.

J. W. BROWN, Jr., Passenger Agent, cor. Main and Grandby Sts., New Atlantic Hotel Bldg., Norfolk, Va.

SOUTHERN RAILWAY

SCHEDULE TO ALL POINTS SOUTH AND WEST.

N. B.—Following figures published only as information, and are not guaranteed.

Lv. Newport News C. & O. R'y. [7:40 a. m.] [6:25 p. m.] Ar. Norfolk. [8:20 a. m.] [6:25 p. m.]

Trains From Norfolk. 9:30 a. m. Daily, Local for Suffolk, Franklin, Emporia, Clarksville, Danville, Oxford, Durham, and intermediate stations. Close connections at Danville with fast through trains to all points South and West.

7:30 p. m. Daily, Fast express train for all points South and West, carrying through Pullman sleeping car to Asheville.

Trains From Richmond. 7:00 a. m. Daily, Local for Charlotte, Chase City, Clarksville and Buffalo Lithia Springs.

12:30 p. m. Daily, Limited-Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga and all the South. Through coach for Chase City, Oxford, Durham and Raleigh.

6:00 p. m. Once a Sunday, Key-ville Local. 11:30 p. m. Daily, Limited, Pullman ready 9:45 p. m., for all the South.

York Iver Line. 4:30 p. m.—Except Sunday. No. 16—Baltimore Limited. 2:55 p. m.—Except Sunday. No. 16—Local to West Point. 4:45 a. m.—Except Sunday. No. 74—Local to West Point.

H. B. SPENCER, G. M., E. H. HARDY, P. A., Washington, D. C. STANTON CUETIEN, P. A., Norfolk, Va.

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All business between New York and Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty-fifth street.

H. B. WALKER, W. H. LANDON, Agent, Vice-Pres. and Traffic Mgr.

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